

2003 COMMISSIONER'S AWARD FOR EXCELLENCE



Elizabeth River Tunnels Electrical Shop Team

*Innovation & Quality
Improvement*

Hampton Roads District

Team Members

Robert Hewitt, Bill Williams, Kip Holloway, James Baines, Pat Kelley, Barry Pulley, David Kurtich *Not shown:* John Overman, Ronnie Bracey

In April of this year, a critical part of the Berkley Bridge failed. That part, called a tail lock, holds the bridge securely in the down position so that the span doesn't vibrate as traffic rolls over it. The Elizabeth River Tunnels Electrical Shop Team was concerned about two things: getting the bridge repaired and reducing the cost a contractor would charge for those repairs. The bid for the job was \$6,790, a sum that the team believed could be a lot smaller—if the team did the job themselves.

So they did. They removed the tail lock crank shaft, hired a shop to do the machine work it needed, and replaced the shaft themselves. In the process, they had the shop add two grease fittings and turn down a shaft to prevent the problem from happening again. They also cleaned and repainted the crank shaft, a job not included in the bid price. Incidentally, the job slowed down traffic for less than 10 minutes.

Savings on the job? VDOT forces had about 72 manhours for a cost of \$972.48 and boom truck rentals for \$54.76, and machine work at \$17.50—a grand total of \$2,657.04 and a savings of \$4,132.96. The team not only saved money, they found the cause of the problem and they can now use that information to prevent the other three tail locks from having the same failure.

Nominated by: Bruce Wilkerson

